[The extension of the first—mentioned road will be considered after the sanctioned work now in progress is completed. It is not possible to reply to your requests as you had not given details in your memorandum of subjects. In regard to the canal, most of the work has been completed and arrangements will be made for carrying out the rest of the work soon. The proposal regarding the removal of sand from the Pamba river does not seem practicable. Even now some such improvement is carried out annually and your suggestions may be made to the local Executive Engineer. The other points relating to communications will be referred to the Road Board.]

56. Roads in the Kottayam taluk.

MR. NINAN EIPE (*Kottayam taluk, Group I*) speaking in Malayalam, said that one of the localities in the Kottayam taluk where there were no road communications was Kummanom, which was a fertile and populous area. The inhabitants of Kummanom experienced serious difficulties for want of a road leading to Kottayam town. There was a proposal to construct a road along the northern bank of the Thazhathangadi river as far as the Kumarakom road, with a bridge across the river. The proposed road would be of use to the people of Kummanom. But the proposal was held in abeyance on account of the cost involved in acquiring the necessary lands. As the people were willing to give the lands free, there should not be any delay in taking up the work.

There was a road between Kudamalur and adjoining places and Neelimangalam. A foot-path was also necessary to open up the localities lying between Kadayampadi and Chenkulakattukunnu. Pedestrians making use of the Chumkam bridge found it difficult to go to Kallumada, Olesha and Parippu. A road should therefore be opened to Kallumada with a bridge at or near Edakad pallikadavu. The road would reduce the distance by nearly a mile.

The widening of the Kottayam—Kumarakom road so as to make it fit for cart traffic was a matter which had been represented in previous sessions of the Assembly. The late Dewan, Mr. Watts, and the late Chief Engineer, Mr. Vipan, who visited the road, were convinced that the road should be improved. Provision was made for the work in the budget for 1106, but nothing had yet been done. The construction of the road could be started without delay, as the bridge on the road across the Illikkal river was nearing completion. That bridge, which was being constructed at an enormous cost, would not be of use unless the road was improved. The extension of the road to the Vaikom—Vechoor road would open up an extensive tract in north Travancore and reduce the distance between Kottayam and Vaikom by twelve miles. The Kottayam—Kumarakam road should be made fit for vehicular traffic at an early date.

DEWAN'S REPLY: നിങ്ങൾ പറഞ്ഞതായ ഒരു റോഡു തീ ക്കാൻ തടസ്ഥമുണ്ടായിരുന്നതു പൊന്നംവില കൊടുത്തു വളരെ സ്ഥലം എടുക്കേണ്ടിവരുമെന്നുള്ളതാണു്. എന്നാൽ നിങ്ങൾ ഇപ്പോൾ പറയു

ന്നതു പോലെ പൊന്നുംവില ക്രടാതെ സ്ഥലം കൊടുക്കാൻ തയ്യാറുണ്ടെങ്കിൽ ആ സംഗതികളെക്കൂടി ആലോചിച്ച് ഇൻവെസ്റ്റിഗേഷൻ നടത്തി ഒരു പുതുക്കിയ എസ്റ്റിമേറ്റ് അയയ്ക്കാൻ ആവശ്യപ്പെടാം. വേറെ ഒരു റോഡിനെപ്പറ്റി നിങ്ങൾ പറയുകയുണ്ടായി. ആ റോഡിന്റെ എസ്റ്റിമേറ്റ് ഗവണ്മെന്റിന്റെ പരിശോധനയിൽ ഇരിക്കയാണ്.

[One difficulty in regard to the proposed road was the need for acquiring a large extent of land on payment of compensation. Now that the people are said to be willing to surrender the required lands free of cost, a revised estimate will be called for. The estimate relating to the other road is under examination by the Government.]

57. Canals in Kottayam town.

MR. ABRAHAM JOHN (*Trading Classes, Kottayam*) said that the traders of Kottayam were in the habit of bringing their merchandise from Cochin and Alleppey in canoes through the Vembanad lake. The two wharves at Kottayam where the merchandise was landed, *viz.* the Cutcherry *kadavu* and the Chantha *kadavu*, were at the south-western and south-eastern ends, respectively, of the Thirunakkara market and were a good distance away from the business centre of the market. The Chantha *kadavu* might be extended to the east of the market for the benefit of the traders. The town and the market were expanding towards the east. Hence, if the Chantha *kadavu* were extended towards Nagampadam, lying to the north of the town, by excavating a portion of the lands, the Minachil and Kodur rivers might be made to meet, transport facilities considerably enhanced and the loading and unloading of goods in canoes in the eastern portion of the town rendered possible. The expenditure involved in opening a canal to the east of the town was only slight as the work of excavation had to be carried out only in fields and low lands. The work should be taken up early.

The tail-end of the Pallikonam canal was too narrow. The canal therefore overflowed its banks during the rainy season, causing considerable damage to property. It was very necessary to provide an outlet to the water finding its way to that portion of the canal. The neck of low land, half a furlong wide, lying between that canal and the Puthenangadi canal, which was connected with the Kodur river, could be easily cut through and the two canals joined. If the two canals were thus made to meet, the banks of the Pallikonam canal could be saved from inundation. A new water communication might also be so opened between Thazhathangadi, a very populous and important business centre in Kottayam, and the Kodur river. For the development of trade in Kottayam and for the convenience of the people, the canal should be opened without delay.

DEWAN'S REPLY : Mr. Abraham John. The two canals that you have advocated have not been investigated yet. I shall ask the Chief Engineer to investigate the two canals you have mentioned ; and after receiving his report, Government will consider that.